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This Bulletin is for information only.

HAPPENINGS.

Around up of SASMEE events, news and other things.

By the Editor.

In the closing months of 2019 there has been a number of happenings ,discussion issues, activities and manual objectives which have applied pressure in a number of areas within the Club.

Our field days have become a major public event from which the need to review our handling of ticketing has been the subject of much discussion at General meetings . New ideas are being trialled to gauge the throughput of the public with the aim of speeding up large party groups through the gate. No doubt there will be a need to discuss the outcomes at future meetings.

The results of “Coal” for the steamers has been an ongoing with much discussion centering on steam raising qualities, clinker residues and ash content. The “best” supplier is still under review with costing being a necessary factor. The subject is ongoing.

Members have been repeatably asked to and reminded of the need to adhere to the mandatory requirements of the Department of Human Resources [DHS] as regards screening and receiving their registration number if they are involved with children during field day activities. This requirement is a Government Law and penalties could be applied. If members require further information speak to a Committee member.

The need to conduct a full review of income and expenditure is being compiled for the next 12 months and beyond to ensure we have a viable and functional club, not only for 2020 but for future plans of upgrades, replacements and ongoing recognised items. Members are being requested to to advise the Treasurer of known or proposed expenditures for the forthcoming period so compiling of a budget can be presented for discussion. Needs should be of priority - not Wants.?

The monthly meeting deals with a wide range of subjects, some of which are quite complex which can lead to energetic discussion between presenters and the floor with many ideas being put forward. In such situations referral for review within Committee may be an option thus leaving more time for “Model Engineering “ discussion.

Members` Update.

Longtime Life Member John [Jack] Davey passed away on the 25th of November after a short illness. Jack was a past President, an active member of working bees and field days. He ruled over the library and was a voice during monthly meetings.

Jack was a member for 54 years. Vale Jack.

Boiler House Leader and Vice Patron, Bernie Dickinson has suffered a broken leg. Rumours surround how this happened but this may be clarified in due course. We wish Bernie a successful and speedy recovery and look forward to his return to service.

Bob Nash has suffered a medical incident which has curtailed his workshop activities. For the time being. Good to see him at the recent Xmas function. We all wish Bob a speedy return to good health.

Longtime member [20 years] model boat builder , Bill Weste, has decided not to renew his membership due to slowing down a bit for health reasons. Bill was tradesman pattern maker which reflected in his finished model.

Material for disposal.

A cleanup of my workshop has revealed a range of materials that could be of benefit to Club members who are seeking that odd bit of steel /Brass /cast iron sections.

Typical are hex M.S. / brass in a range of sizes. M.S plate / flats / rounds / square from thick to thin sections. A selection of alloy [6061 series] in 7" 4" and 2.5" rounds. Alloy plate up to 1.5" in thickness. Copper tube 0.223" diam. S.G. iron. Spring steel strip 0.625"w x 0.078" thick. Spring steel wire 0.032". Range of stainless steel in smaller sizes. Sections of gauge plate for making cutting tools. Many offcuts of sections of usable size/ material.

Westminster school visit.

Article by Bryan Homann

As per last year, we entertained the reception classes from Westminster school with a train ride Wednesday. Initially planned for November 20, it was re-scheduled for November 27 due to heatwave conditions. Due to work being done on the ticket box building, it was necessary to route the children down the driveway, across in front of the clubroom, and then up the west path into the grassed area between the two overpass bridges. The teacher in charge asked them all to follow me, so it was a bit like the Pied Piper, with over 50 children tagging along.

After they had lunch, the two club locos on the 7 1/4" and Jeff Schaefer's electric loco then provided countless rides for them. As fast as they got off one train, they raced around to queue up for the next!

Toward the end one lad asked if he could sit on the driver's seat for a photo, and on asking if he could blow the whistle, was told to wait until the ride finished. The driver optimistically thought this request would be forgotten, but was soon reminded of the retentive abilities of the young mind. Of course a lot of other children then need to test the whistle!

All in all, a great day was had by all, and it seems likely that another bunch of reception students could be coming our way in 2020

Morgan rail display

Article by Bryan Homann

In November Morgan holds a Living River Weekend. Probably due to my involvement with the PS Marion, and because 2019 happened to be the 50th anniversary of the last passenger train out of Morgan, I was asked if I could take one of my locos to put on display. After I found out that the last train was hauled by 526, it was very appropriate to talk to member Bob Smith to see if he could bring along his 3 1/2" gauge 526. That started something!. Wayne Bradford, from railway park, has a 3 1/2" Rx (5). The Rx class was almost certainly a workhorse on the line, so that was appropriate too. Then, Wayne thought that the loco on the first train was a K class (it later turned out that while the K were got for the line, they didn't turn up until the year after opening. None-the-less, a K class would be

good, and through Simon Huntington, we were able to find Ralph Skewes lovely little 2 1/2" K class model. The Skewes family kindly allowed us to borrow it, and after I cleaned it, and fitted a new bar to hold the smoke-box closed, we were almost ready to party. Turns out, that Railway Park have a model of the original "sleeping barracks" in Morgan, so that came along too.

We had quite reasonable interest in our display, and managed to hand out quite a few leaflets promoting the two clubs.





We nearly had a disaster when one of the trestles that we were supplied with, started to collapse. Quick attention to removing the locos, and the addition of some spare timber and screws from the partly restored PS Canally saved the day.

Of course there was the added attraction of paddle steamers, PS Marion, and PS Oscar W, and Cobdogla Museum's big Fowler traction engine crane, complete with a 520 class whistle to assist in the reminiscence.

SASMEE Park Works.

In the last little while, the remaining asbestos material has been removed from SASMEE Park by an approved contractor. That required us to stay away for the duration. However, since then hard

work has been done to replace the asbestos with new OK material. Primarily, this has been on the ticket box building, and the top floor of the 5" station. A very small amount is being replaced on the Club room, around a couple of windows.

In addition, remedial work has been done on the 7 1/4" bridge, where the timber foot boards have risen up to scrape the underneath of carriages. There is more work to be done to complete this job.

The ongoing task of crushing coal has been.. "ongoing".

The canteen has commissioned its commercial dishwasher, which is proving a boon for the tea and coffee makers by easily recycling the mugs as they are returned. The difficult task of cleaning the oily chip cooking gear has also become a lot more practical, and effective.

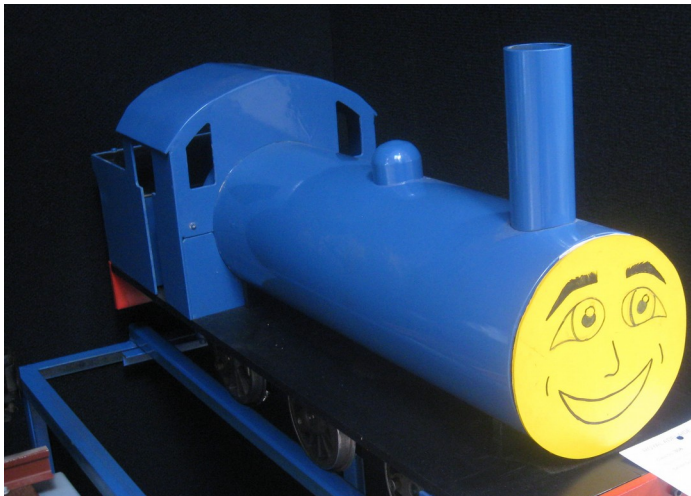
The Halloween field day/evening was very well attended (up from the initial one last year). It was a credit to all those who set up the lighting, ghastly ghouls and etc, those who ran and managed the trains and the crowd, and those who worked the canteen (chips being especially popular). Thanks are also due to those who turned up the next day to help return the park to normality, and then run the usual Sunday field day.

Past Events.

Attached are the entries in the Royal Adelaide of August 2019. Models were of a high standard with kindred Clubs in attendance. Diesels were absent. 2020 may feature road vehicles?







SASMEE Xmas Party.

Held on December 21st under the canteen verandah due to possible inclement weather a well organised group provided a first class meal.

With food and drink in abundance and the sounds of locos passing bye members plus kindred attendees enjoyed a pleasant social gathering. Mention should be made of the fruit cake that was one of the desert options. It was made by Mary Homann and served with a dollop of ice-cream was sheer bliss.

Many thanks to all those who provided a service.





Experimental Boat Challenge.

By John Foster.

As advised the Experimental Boat Challenge was run at 5pm on Saturday 21st of December.

Those participating were:

- Jeff During with a 300mm square Styrofoam platform with rudder and sail on 3 sides, plus an open wooden yacht. The yacht turned turtle at a gust of wind and sank.
The Styrofoam vessel won the race.
- John Foster with a catamaran using a modified plastic buggy powered by a salt water battery, and a catamaran which was to be powered by a copper/zinc battery using vinegar as an electrolyte. This produced enough power for one LED cell but refused to move a mini-6 volt motor. A last minute conversion to sail via a Campbell soup packet from the canteen and some sticky tape achieved second place.
- John Harris with an all metal putt-putt. Unfortunately, the phone his phone rang while he was testing resulting in a small but destructive explosion rendering his boat powerless.

Max Shuard and Grandson with two rubber band powered boats, one an airboat and the other a paddleboat. Both started well but quickly lost power. However, the paddle wheeler finished with wind assistance.

Overall results were:

Geoff During --- First Finisher.

John Harris --- Biggest Disaster.

John Harris ---- Most innovative.

Max Shuard --- Slowest Finisher.

Great fun was had by all and everyone agreed to a rematch next year. How about a few more entrants next year?